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Hongkong Daily Press.

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[367]

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9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
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8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.

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9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
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Hongkong, 1st October, 1902. [a1032]

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Ho gkong, 14th May, 1903. [a3281]

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[a1335]

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AUTOMATIC MAUSER

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With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 3 SECONDS.

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HAS been re-opened under European

management and most strict supervision

as food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

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Macao is 40 miles south-west of Hongkong.

One steamer (ss. Heungshan), daily to and

from Hongkong, and two steamers to and from

Canton, give easy communication with both

these centres.

Cable Address—"BOAVISTA"

For Terms, apply to

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ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

Bath to each room.

Lining-room and Cuisine under strict

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European and American Wines, Spirits, and

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Terms: \$4 to \$7.00 per day; \$35 to \$120 per

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JAS. D. M. CAMERON,

Manager.

Hongkong, 6th May, 1903. [a1351]

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GOOD Accommodation.

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T. F. DA CRUZ, Manager.

Canton, 1st October, 1901. [a1352]

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Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Room with European
Matron in attendance.
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Hot and Cold Water throughout.
Wines and Groceries specially imported by
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Wines cooled by Hotel refrigerating
machinery.
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machinery.
Bedroom Accommodation—131 rooms.
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Exits on every floor.

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B, C, & CO are excellent Dinner Wines
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very fine Vintage.

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WINES.**

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have been specially selected, and procured
from the celebrated firm of Messrs. Geo.
G. SANDERSON, Sons & Co., of London,
Oporto and Xeres:—

LIGHT DRY	Per doz. \$16.50	Per bot. \$1.40
SOLERA	24.00	2.00
VERY PALE DRY	24.00	2.00
FULL GOLDEN	27.00	2.25
PALE DRY NUTTY	30.00	2.50
FINE OLD BROWN	40.00	3.50

MADEIRA.

GOOD	Per doz. \$16.50	Per bot. \$1.40
FINE	27.00	2.25

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

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All letters for publication should be written on
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No anonymous signed communications that have
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DEATH.

On the 26th May, at No. 56, Soochow Road,
Shanghai, AUGUSTUS WHITE, aged 65 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd June 1903.

It is evidently a high crime and mis-
deemeanor to point out that Russia's acts
do not entirely accord with her professions;
and because the London Times has con-
sistently done this the Russian Government,
"in order to read the Times a lesson," has
gone the ludicrous length of expelling the
Times representative from the country. It
will not take the authorities at St. Peters-
burg long to discover how futile is the
step they have taken, for the Times is
certain to have unlimited sources of in-
formation which will now be availed of to
a greater extent than ever before. If the
truth were known, however, it is probably
the Times correspondent at Peking whom
the authorities at St. Petersburg would
like above all to get rid of, for the present
irritation has doubtless largely been brought
about by the inconvenience and annoyance
entailed on the Russian Foreign Office by
the press despatches from Peking with
reference to Russia's Manchurian demands.
By the mail we get fuller details of the
denials given by the Russian Foreign Office
to the alleged demands telegraphed from
Peking. On the 28th April a formal semi-
official statement was issued at St. Peters-
burg which declared that the demands
ascribed to Russia in telegrams from Peking
were "simply invented." Then the state-
ment proceeded:—"No change has occurred
in the intentions of Russia with reference
to Manchuria, and the exchange of views,
which is about to take place between the
Russian Minister and the Chinese Govern-
ment, can relate only to the measures to
be adopted for ensuring the preservation

"of order and tranquillity, after the Russian
troops have marched out of the province."
Russia has absolutely no intention of
"placing impediments in the way of foreign
trade." The statement that "no change
has occurred in the intentions of Russia
with reference to Manchuria" can well be
believed, but we can only conclude that it
is not, and never was, the intention of
Russia to restore to China the absolute
sovereignty of Manchuria. A German
correspondent who has recently taken
the trip through Manchuria, writes to
the Cologne Gazette as follows:—"No one
who has seen the Manchurian railway,
with its bold trucks, its fortress-like
station buildings, and its admirable
"bridge-work, will fail to recognise that
"it is not possible for Russia to evacuate
"the country." This conclusion has been
irresistible to every traveller through the
province; and there does not seem to be
anything in the Russian Minister's
assurances calculated to remove that im-
pression. Count Lamsdorneff, the Russian
Minister of Foreign Affairs, assured
the United States Ambassador that
the telegraphed reports of the proposed
Convention were "absolutely incorrect";
that there was no foundation for the
report that Russia had demanded that
China should refuse the requests of other
Powers for Treaty Ports or Consulates in
Manchuria; and the Minister gave the
assurance that Russia has no intention to
exclude other countries from the advan-
tages which are now enjoyed in Manchuria
or to confer exclusive privileges on
Russians, and that the United States may
be sure that nothing will be done to close
the doors now open. The doors now open
and the advantages now enjoyed by other
countries in Manchuria are very few indeed,
and it would be more to the point if an
answer were given to the question: Are
the doors which are not "now open" to be
unlocked for the admission of other
than Russian trade?

The truth of the matter seems to be that
the Russian Foreign Office is singularly ill-
informed by its representatives at Peking of
what negotiations are proceeding there. Lord
CRANBOURNE in the House of Commons on
April 30th stated that His Majesty's
Government had received from trustworthy
sources confirmation of the statement that
the Russian Government had announced
that they had no knowledge of the reported
Convention. Yet Russia was able to say that
the alleged demands were "simply invented."
To the United States Ambassador they were
described as being "absolutely incorrect,"
which would seem to point to the conclusion
that the Russian Government was not
altogether so innocent as the British Govern-
ment had been led to believe. Diplomatic
secrets, so far as the Chinese Government is
concerned, are not well kept in Peking, and
consequently the demands made by the
Russian Minister became public property
before apparently even the Foreign Office at
St. Petersburg had been made fully aware
of the precise terms, and thus the Russian
Government has been obliged to know its
pledges not to seek exclusive privileges in
Manchuria; and the British Government has
been assured that Russia has no intention
of departing from the assurances previously
given in regard to that province. News
terrors.

H.E. Wu Tung-fung, Associate Chinese
Treaty Commissioner, has been appointed by
Imperial Decree a Director of the Court of
State Ceremonial.

The marriage of Miss Blake, daughter of
His Excellency the Governor and Lady Blake,
to Captain J. B. Arbuthnot (Scots Guards)
takes place at St. John's Cathedral on Monday
next, the 8th inst., at 5 p.m.

The P. & O. steamer *Massilia*, with the
English mails of the 8th ult., left Singapore on
the 30th ult., at 6 p.m., and is expected to
arrive here on Thursday, at about 2 p.m.
Replies are due to correspondence despatched
hence on the 7th April.

The Hongkong correspondent of the N.C.
Daily News, referring to the appointment of Mr.
S. T. Dunn as Superintendent of the Botanical
and Afforestation Department, remarks:—"There
is scope for the display of a good deal of energy
in this department, not only in connection with
the botany of the Colony and South China, but
also in the introduction of new products into the
New Territory and the afforestation of the slopes
of numerous hills there and on the various
islands lately acquired. Even in Hongkong the
work of afforestation has for years been very
partially carried on."

It is reported in local mandarin circles, says
the N.C. *Daily News*, to the effect that the
Shanghai Taotai has received secret instructions
from Peking through the high authorities at
Nanking to find out the names of the men who
called the public meetings at Chang Sa-ho's
garden, a short time ago, and at the Canton
Guild, on Ningpo Road, to protest against the
action of Governor Wang Chih-ch'uan regarding
Kwangsi, and the conduct of the Russians in
Manchuria. It is further stated that attempts
are to be made to arrest and punish some of the
men who spoke at these meetings.

Soochow now prides itself on possessing
police and lamp-posts.

His Majesty the Emperor of Japan has
bestowed the 3rd class of the Order of the
Sacred Treasure upon Mr. F. Kiron, the
German Consul at Kobe, who has just left
for Europe on furlough.

An action is proceeding in the Japanese
Courts in which the owners of the Norwegian
steamer *Tygra* are suing the owner of the
Japanese steamer *Koromo Maru* for damages alleged to have
been sustained in collision at Meji on Decem-
ber 3rd, 1901.

The death is announced at Yokohama from
apoplexy of Mr. Simon Strauss, senior partner
of the firm of S. Strauss & Co. of Yokohama
and Kobe, though of German birth, Mr.
Strauss was a naturalised British subject and had
resided in Japan for twenty-five years.

The Lodge-Muirhead wireless telegraph, which
is a development of Sir Oliver Lodge's original
experiments of 1894, has been installed on two
cable repairing ships for the Far East. The
coherer of this system consists essentially of a
steel disc, covered by a layer of petroleum,
revolving in mercury. The electric waves
break down the resistance of the film of oil
between the disc and mercury, thus establishing
contact.

A Postal Convention was ratified on the 19th
ult. between Japan and China, according to a
Peking telegram of that date. By this Con-
vention the countries agree that ordinary mat-
ter shall be delivered in any part of China and
Japan at the same rate of postage paid in
Japan. The goods sent to and from China
through the Japanese parcels post, now free,
will, however, be liable to Customs duty. The
Convention comes into force two months
after ratification.

Mr. Hofmann, a resident of Kobe, has suc-
cessfully prosecuted a Japanese newspaper for libel.
The nominal editor (Japanese newspapers
usually keep a "pious editor" on the staff) was
sentenced in the Criminal Court to pay a
fine of 7 yen and to suffer 20 days' imprison-
ment, as well as to publish an apology in five
Tokyo newspapers. In the Civil Court the
defendant was ordered to pay 50 yen damages
and costs. Mr. Hofmann is prosecuting two
other Japanese newspapers on a similar charge.

Mr. Edison's new process for extracting gold
by airblast instead of water is declared suc-
cessful after a practical test. The process costs
more than the hydraulic system, but extracts a
greater proportion of gold, and adds value to
the enormous known deposits where no water
is procurable, and which have, therefore, been
worthless. Air is driven through a falling
screen of crushed material, and the gold is
winnowed out. The details for managing the
entire operation with the minimum of human
labour are both interesting and ingenious.

Colonel O'Moore Craigh, V.C., C.B., who
while employed in China has held the local rank
of major-general since August, 1900, is to be
promoted to the substantive rank. General
Craigh, since Sir Alfred Gaselee's departure in
July, 1901, has been in responsible command of
all the British troops in North China. In that
position his name has come prominently under
the notice of His Majesty's Government, and
the step about to be granted him is in acknowl-
edgment of the success of his military admini-
stration. His services are to be further
recognised by his selection for a first-class
district command in India. He will succeed
Major-General Sir Richard Westmacott in
charge of the Mhow District, Bombay, and will
take up his duties on the earliest possible date,
the military administration in North China
passing from the hands of the Indian Office to
those of the War Office from the day of his
departure.

It would appear from the latest Manila papers
to hand that the Government has for some time
been watching with suspicion the movements of
Dr. Dominador Gomez, the Labor Leader in
the Philippines whose arrest on several serious
charges was reported by telegram in our Satur-
day's issue. He is charged with directing an
illegal association, misusing benefit funds, also
brigandage and agitation by means of seditious
plays calculated to disturb the peace. Only a
fortnight ago Governor Taft addressed to the
Labor Leader a strong and emphatic warning.
He had applied to the Commission to extend a
pardon to Guillermo, whom he designated as a
revolutionary general, but whom the Governor
says is correctly described as "a ladro and a
fugitive from justice on the charge of murder,"
and Governor Taft added: "Neither to him
nor to any companion of his will a pardon be
extended." The Governor warned Gomez that
taking advantage of the present unfortunate
depressed state of agriculture and business, he
was striving through the labor organisations to
incite the ignorant classes of people to disorder
by means of deftly worded and staged seditious
and treasonable dramas and in many other
ways, and the warning continued: "In the
operation of the machinery for the maintenance
of law and order, it is not the dupes and victims
who are likely to receive the severest punish-
ment."

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

The barometer has risen over NE. Japan, the
depression having moved into the Pacific.
Pressure has given way slightly over W. Japan
and the E. coast of China, and gradients
continue slight for S. winds in the Formosa
Channel, and for E. winds over the N. part of
the China Sea.

Forecast:—Light E. winds; fine.

TELEGRAMS.

REUTERS SERVICE.

SOMALILAND.

LONDON, 30th May.

The Telegraph's Bosetle correspondent states
that Galkaya will be evacuated by the 15th June.
Scoury is raging amongst the native troops and
many British officers have been invalided home.

THE LABOUR PROBLEM IN SOUTH AFRICA.

LONDON, 30th May.

The Rhodesian Chamber of Mines has decided
to make a trial of Indian labour, and if this
proves unsatisfactory the only alternative will
be to import Chinese.

MR. CHAMBERLAIN'S FISCAL POLICY.

LONDON, 30th May.

The German Press is profoundly impressed
by the speeches of Mr. Balfour and Mr.
Chamberlain. It had been believed that Mr.
Balfour would repudiate Mr. Chamberlain's
policy, but it is now realised that Mr.
Chamberlain and the Government are in earnest.
American opinion is incredulous as to the
practicability of the proposals.

DECORATIONS FOR HONGKONG OFFICIALS.

LONDON, 30th May.

The Imperial Service Order has been con-
ferred on Hon. Commander R. Murray Ramsey,
R.N. (retired) Harbour Master, and Mr.
Bruce Shepherd, Land Officer at Hongkong.
Chief Inspector Mackie, late of the Hongkong
Police, receives a medal.

RUSSIA AND THE "TIMES."

LONDON, 30th May.

The Russian authorities have informed the
Times correspondent that they dislike the tone
of his correspondence and the Times in general,
which has attacked Russian policy. They have
therefore resolved to read the Times a lesson.

DISTINCTIONS FOR HONGKONG OFFICIALS.

Renter announces that His Majesty the
King has been pleased to award the Imperial
Service Order to the Hon. R. Murray Ramsey
and Mr. Bruce Shepherd, and the medal of the
Order to Mr. A. Mackie, late of the Police
Force. The bestowal of these honours will
be appreciated by all. Hon. Commander Mur-
ray Ramsey and Mr. Bruce Shepherd are yet
in active service, though both are soon to
retire; Mr. Mackie has already closed his con-
nection with the Police. All are old Colonial
servants. Mr. Mackie was for 31 years in the
Colony, during which time he rose to the
rank of Chief Inspector and also held the post
of Acting Deputy Captain Superintendent.
Mr. Bruce Shepherd has been in the Land Office
for a long period of years in the Land Office.
Unassuming and kindly, he is liked and
respected by all who know him, and his
personality will be missed when he leaves
Hongkong. Hon. Murray Ramsey has been
connected with the Harbour Office for over 15
years, first as assistant Harbourmaster and
then as head of that Department. In his hands the en-
ormous shipping business of the Harbour has been
most effectively conducted, and at the
Legislative Council his advice on matters
nautical has been invaluable.

THE LU-HAN RAILWAY.

The N.C. *Daily News* publishes a summary
of an important report recently made for
Messrs. Pearson & Co. who are building the
line in Honan for the Peking Syndicate.
Beginning with generalities, the reporting en-
gineers give the length of the Lu-Han line as
720 miles, and in January the earthwork was
completed within about 180 miles north and
south of the Yellow River. The river makes a
natural dividing line between the two main sec-
tions, into which, for purposes of construction, the
line is divided. These main divisions are again
subdivided into sections of about 40 miles each
under a chief of section and having each three
assistants in particular charge of yet shorter
lengths of from ten to fifteen miles. There are
superintendent engineers, one for each side of
the Yellow River, and M. Jadot is Chief En-
gineer for the whole concern. From Peking to
Chongtingfa, a distance of 150 miles, there was
at the time of the inspection a daily through
train, which takes about 12 hours to make the
journey. The train consists of a first-class car
with four or five second-class and as many
open trucks for coal. The portion of
this line opened is beginning to make
profits which are appropriated in equal por-
tions to paying off the loan and carrying the
construction further. By April, it was thought
the line would be open to passenger traffic as
far as Shantoku, which is approximately half-
way to the river. A short branch line from
Changshien to Fengtai, about six miles long,
affords communication with the Imperial
Chinese Railway and so with Tientsin.

CHINESE REFORM LEADER KANG YU WEI.

A PLAN TO DECOY HIM.

Considerable interest has been aroused
throughout China and India by the fact that
Kang Yu Wei, the noted Reform leader, had
been summoned to Peking by Imperial order.
Kang Yu Wei has been for several years a
refugee from his own country. He had to flee
for his life from China. Even in Hongkong
he was not free from the fear of assassination,
and he was compelled to seek protection
still under the British flag, in a country more
remote from his native land. His haven of
refuge was Darjiling in India. There he has
been living in exile. Suddenly word came to
him that the Court in Peking desired his
presence. All the Reform party in China was
in a flutter when the Imperial summons became
known, for it appeared that a new order of
things was about to come into force: that the
Reformers were to be taken into the councils
of the Chinese Government through the
agency of their leaders, and that the Peking
authorities were about to unbind in their
attitude of uncompromising hostility to any-
thing that savoured of reform. It was little
wonder therefore that the progressives should
be alive with interest in watching the move-
ments of one in whom were embodied all the
principles which they hold dear, suddenly called
into what appeared to be royal favour. There
were those who prophesied that Kang would be
putting his head into the lion's mouth if he
trusted himself to the mercy of the Chinese
Court, who said that if he entered the Imperial
city he would never leave it alive. But Kang,
it seems, took a more optimistic view of the
situation. He received the summons in good
faith and set forth for Peking with all trust in
the summons.

The telegram by which he was recalled from
his exile was signed, we are led to understand,
by His Majesty Kwang Hsu. It was not surprising
therefore that Kang Yu Wei took it at its face
value. He left Darjiling to answer the royal
command. He travelled up as far as Hongkong
on the French mail which arrived on Sunday. He
was met by the Reform League representatives
here and the result was that he left for the
South the same day. The League had no
faith in the summons received by
Kang Yu Wei. Indeed it is alleged that the
telegraphic message from Peking was either
forged or else was signed by the plastic Em-
peror under compulsion. But be that as it may,
the League advised Kang Yu Wei not only not
to carry out his intention of visiting Peking
but to return in all haste to the place from
whence he came. Kang accordingly sailed
for Singapore by the first steamer. That anyone
under the protection of the British flag in a
British colony should have to flee in such a
manner is a sufficient indication of the estimate
in which the power of Great Britain is held in
the matter of predicating safety from harm to
an outlander who may happen to be wanted by
his own government.

In certain circles it is whispered that the
sentence of death passed upon the Chinese who
were found guilty at the last Sessions of being
a party to the murder of the Reform school-
master in Gage Street is likely to be commuted
to one of penal servitude for life. It may be
an unfounded rumour, but straws show
which way the wind blows, and such a
pardon of justice would certainly go a
long way towards accentuating the feeling of
uneasiness among those Reformers who while
striving for what they consider to be the
advancement of their country are yet setting
within the letter of the law and as such claim
under the British flag a protection which does
not seem to them to be very substantial after all.

RUSSIA AND NEWCHWANG.

In the House of Commons on April 30th,
Mr. J. Walton asked whether, seeing that
Russia had collected and retained the Imperial
Maritime Customs Revenues at Newchwang
since August, 1900, and in view of the fact that
these form part of the security for Chinese
loans, His Majesty's Government had made
representations to the Russian Government in
regard to the restoration of these monies in the
interests of British bondholders; and, if so,
with what results?

Lord Cranborne: We have been informed
that the duties collected by the Imperial
Maritime Customs at Newchwang are paid
into the Russo-Chinese Bank to the credit of the
Chinese Government, minus the monthly amount
required for the support of the offices. I under-
stand that the Russian authorities claim to de-
duct from this fund the amount expended by
them for repair of the Shanhaiwan-New-
chwang Railway. Further enquiries are being
made as to whether such an arrangement would
endanger the security of the bondholders.

THE YANGTZE VALLEY.

A correspondent writes to the Times with
reference to German activity on the Yangtze.
He says:—"The Germans have five steamers
between Hankow and Shanghai, but as they
have to stop at their settlement some miles
away from the Chinese cities they get little
trade. Some two years ago they got a Chinese
to take up a small property at the Hankow city
close to the mouth of the Han river, to lay it
out, and rent it to them. But the Viceroy re-
fused to give permission for their steamers to
go there. He said they had applied for a settle-
ment for their steamers already, which had
been given to them; let them keep to it. But
since then they have pegged away, and now
they are just on the point of taking their
steamers there to the new wharf, where they
will be very much in the way and a danger to
junk navigation. That they have had to do
this is to confess their settlement a failure.
It is well laid out, but there is little upon it
being too far away from business centres."

CANTON.

[FROM OUR CORRESPONDENT.]

KIDNAPPING.

Canton, 29th May.

It is reported that there has of late been a
large increase of crime in this district, chiefly
taking the form of kidnapping, which goes on
for the most part in the south part of the city.
The children of rich men are taken off, and then
given up in return for a handsome reward. On
one occasion a merchant who had suffered in
this way, two of his children having been taken
off, refused to pay and requested the Viceroy
to send troops to take the microbe: the latter
were indignant at this treatment, and accord-
ingly—it is said—killed and cooked the children
for their father's benefit. The prospect of more
Theban feasts has now proved a sufficient
deterrent from similar action; and rewards are
now paid without hesitation. More doubtful tales
of kidnapping come in from country villages,
where it is said that a number of men exist who
have the power of compelling people to follow
them—a sort of magic power which sounds
very effective, though it sounds also rather
legendary. Now the complaints are numerous
and insistent about these sinister practices.

SUPERSTITION.

But in the city also there are just now equal
calls upon popular superstition, for placards
abound in which terrible calamities are promised
next week, and many deaths by disease to those
who do not mend their ways. On the other hand
the sick are being wonderfully cured by a man
named Lei, who is fortunate enough to have
the reputation of being attended by a spirit
with healing powers, and so numerous have
been the demands upon him that he is rapidly
amassing a fortune. Truly, as Carlyle said,
the age of miracles is not dead.

BRITISH INVASION OF THIBET!

Nor is sensation here from abroad lacking,
for the local Press this week has "authentic"
accounts from "Special Correspondents" of a
British Invasion of Thibet. It is announced
that 11,000 troops, of whom 3,000 are British,
and 1,000 are Gurkhas, have entered Thibet;
while later intelligence was received to-day that
150 Russians have entered the country on the
other side. "This," it is feelingly remarked,
"is news which concerns not only China, but
the whole world."

WEATHER.

To descend to the dull but solid region of fact,
the rains have not abated; though there are
occasional glimpses now of better days to come.
The railway from here to Fatsien is suffering
somewhat from the continued rainfall, as the
embankment (upon which no lines yet appear)
is apt to subside after a heavy fall.

POLICE COURT.

Monday, 1st June.

BEFORE MR. J. H. KEMP (ACTING POLICE
MAGISTRATE).

THEFT OF MONEY.

On the 28th ult. a report was made to the
Water Police that the master of trading junk
No. 733 had been robbed by a *fokei* of the sum of
\$100. On Sunday the thief was pointed out to
a constable at the Li Ki ferry wharf, Frays
Central, and arrested. On his person was found
the sum of \$20.70, and when he had been sen-
tenced to two months' hard labour this sum was
ordered by his Worship to be handed over to
the complainant.

TRESPASSERS.

Wong Fuk, of no occupation, was charged by
Thomas Banks, chief engineer at the China
Sugar Refinery Company's works, East Point,
with trespassing on the premises of the company
for an unlawful purpose. The complainant
found the defendant, who was an ex-employee,
skulking about the place on Sunday night, and
doing his best to escape observation. His
Worship passed sentence of three weeks' hard
labour.

Ten Ting Chung, who was found looting in
a Chinese gardener's place at Wongnienchong
on Sunday, and who assaulted the owner when
told to clear out, was sent to prison for 14 days
with hard labour.

VICEROY CHANG CHIH-TUNG AT COURT.

The following is a description received from
the North with reference to what took place on
the 13th ult., the first time Viceroy Chang
Chih-tung presented himself at the Palace to
pay for an Imperial audience on his arrival in
Peking. His Excellency went to report
himself at 6 o'clock on the morning of the
10th ult., at the Priy Cabinet Office, and
stayed there until their Majesties were ready
to receive him. Whilst waiting for the
summons into the Imperial presence the
Empress Dowager sent to H.E., borne by
numbers of eunuchs, various kinds of cakes and
confectionery, birds' nest candy being one of
them, also a moon-shaped silk fan with a water-
colour painting on it by her Majesty's own hand,
a large scroll with the single character "Fu"
(prosperity) on it, and a couple of smaller
scrolls, all written by her Majesty's own
hand. Half an hour afterwards H.E. was
summoned to the presence in the Chingchen
Throne-hall, where no one else, excepting her
Majesty and the Viceroy and a couple of at-
tendant eunuchs, was present. The private
audience lasted nearly an hour, and upon H.E.
backing out of the Imperial presence he was
told that her Majesty had graciously given him
a pony with its accompanying trappings to ride
upon within the precincts of the Forbidden
City.—N.C. *Daily News*.

OUR PARIS LETTER.

THE KING'S VISIT.

Paris, 2nd May.
Paris is splendour itself and the decorations which are nearly everywhere in evidence are unquestionably beautiful, revealing unique French taste. The metropolis just now recalls London at the time of the Jubilee. Visitors continue to pour in from all parts—principally from across the Channel—despite the fact that hotels are full, and accommodation very limited. It is not so much to see the King that Britishers come over as to be able to say they were there when their Sovereign was in Paris. Enthusiasm prevails everywhere, more so even than when the Tsar came to Paris. Small shops make quite a fortune selling English flags and mottoes; to decorate according to means seems to be the only object in view. For a Republic, France has certainly prepared as hearty a welcome as Portugal and Italy, and King Edward will be the first to acknowledge this to be a fact. The Prefect of Police has allowed the most respectable taverns, cafés, and restaurants to remain open all night, in honour of His Majesty's arrival, while public dancing is to be tolerated in the streets, as on the 14th of July. Crowds make their way, after their day's work is over, to the Madeleine and Opera Quarters of the city for the purpose of admiring the elaborate decorations, which are truly artistic and splendid. The rue de la Paix, the Place Vendôme and the rue du Rivoli constitute the principal centres of attraction. Of course, the Faubourg St. Honoré, where the British Embassy is situated, is also a favourite rendezvous. The Grands Boulevards look gay in their gala dresses. Great masses of white and gold have been planted in prominent places, from which hang festoons and banners. The Rue du

Paix is considered the best decorated by many; being a very rich neighbourhood, like the Opera it has come out strong. The Opera end of the Rue de la Paix presents a gorgeous sight, having an immense luminous motif suspended between four masts, two on either side of the street, and reaching 55 feet in height. On each of these gigantic masts have been suspended trophies of English and French flags; the two tricolours side by side look extremely pretty, and festoons of electric lights and flowers complete the decorative effect. A royal crown and British lion are to be seen in the centre, both made of multi-coloured electrically-lighted lamps. The Place Vendôme, or the other end of the Rue de la Paix, is decorated in the same artistic manner, huge luminous inscriptions such as "God save the King," "Welcome," are encountered at intervals. Several large houses, chiefly dress-makers, along the Rue du Rivoli, have decorated the whole front of their mansions with flags, electric lights, &c. Money has been freely spent everywhere by Parisians, whose only wish is to impress upon His Majesty their sincere gratitude for his coming to Paris, and their desire to forget and forgive the past. The Government and Municipal Council have decided to accord a magnificent welcome to their Royal guest. President Loubet, who has just returned from Algeria, is satisfied that everything is in readiness, and Parisians are in good spirits. The British Colony, which has been reinforced by thousands, is on the tip-toe of expectation. The Royal apartments at the Embassy await the King. Prefect of Police Lépine is overworked; grave responsibility rests on his shoulders, but he is more than equal to the occasion. Hundreds of detectives from Scotland Yard have arrived; objectionable caricatures have been confiscated, so that all being well, His Majesty will have a right good time among Parisians.

THOROUGH MONKS.

The expulsion of the monks of the Grande Chartreuse was effected with great difficulty; the scene was quite dramatic. The military and gendarmes who now co-operate together in such cases barred the approaches to the monastery, but the infuriated demonstrators succeeded in breaking through the cordon militaire, and reached the gates. Further reinforcements were telegraphed for, and by three o'clock in the afternoon a battalion of infantry, two squadrons of dragoons, and a company of sappers had arrived on the scene, while the artillery was close at hand. The crowd was once more requested to disperse, but refused to obey; as they resisted all attempts, the general in command ordered them to be surrounded and removed by force. Many soldiers were seriously injured in the fight that followed; the military after endless difficulty and the exchange of several blows proved themselves masters of the situation. As the monks strongly refused to open the doors, the latter were quickly broken down by the sappers; several iron gates suffered the same fate. Having gained admittance by force, the monks were found in a kneeling attitude, and absorbed in prayers, but as they refused to rise and leave, they were seized by the gendarmes and thrown out, marched to the station, and confronted with the magistrates. The crowd cheered wildly and hissed soldiers and police. After being subjected to a judicial examination, the monks were released, and left for another part of the country, amid sympathetic cries. The Government is beginning to realise the gravity of the religious dispute, and foresees great trouble. As monks and nuns are the cause of creating much disturbance the only way of restoring order among the masses is to deal swiftly with disturbers of the peace—whether civilians or clerical. Religious troubles are smouldering in nearly every part of France, hence the decisive attitude of the Government.

RUSSIA IN CHINA.

The recent attitude of Russia in China caused much uneasiness, as well as displeasure. As the love of the French for the Russians has grown old protestations general. That Russia would have

to back out of Manchuria, or at least that part of the Chinese Empire, sooner than she anticipated, was to be expected, as other Powers would not tolerate her occupying, or even claiming, absurd rights in the Manchurian province. The alliance between Great Britain and Japan has much to do with keeping covetous Russia in her place, and bringing Muscovites to their senses. The United States too exercise great influence in China, and the sooner the Russians become convinced of the fact that they cannot do exactly as they like in the Celestial Empire, the better it will be for them. Shingking is the most important province in Manchuria, and for it to be occupied by Russian troops, was *très fort*. The Chinese are better looked after than what the Muscovites imagine. The reputation of Russia's bounces frightens nobody, for everyone is accustomed to her tall talk, and what is still more important, knows how far she can go. She is quite enough to know when to climb down; this has once more been illustrated by her backing out of part of Manchuria, in the way she has just done, and so saved herself from trouble.

A FOOLISH WAGER.

Is this the a poison? Doubts on this question ought no longer to exist after reading how a foolish workman met his death in this city a few days ago. Negociator was stupid enough to make a wager to his comrades that he would drink twelve glasses of the horrible mixture in as many minutes. A dozen glasses filled with absinthe were placed in front of him. The clock had just finished striking twelve, when Negociator dropped dead. He won his wager at the expense of his life.

NEW EXHIBITION.

Quite a new kind of exhibition is to be inaugurated this summer in Paris, and will remain open from July to November. The exhibition, which will be an international one and called "L'Exposition Internationale de l'Habitation," will be held in the Palais des Champs Elysees. The sanitary world in every country has premised its support. The show will consist of dwellings, rich and poor, the models to resemble the originals as much as possible, the object of the organising committee being to compare the mode of habitation in France with that in other countries, thus ascertaining whether French dwellings houses are superior to foreign ones, or the reverse. Marked improvements will be most carefully noted; and if practical, adopted as a matter of course. The housing problem will be extensively discussed by representatives from almost every part of the civilised world. The exhibition will attract thousands, as visitors and curious will be confronted with endless novelties referring to the home. Lectures will be given during the holding of the show, after which the international authorities will be requested to make reports. A great deal can be learnt from an exhibition of this kind. Schools are often badly ventilated and furnished; the working classes deprived of many hygienic comforts; while the rich will be surprised to hear how unhealthy their mansions are kept, by fresh air being kept out, through a plethora of useless curtains, &c. Art is destined to occupy a prominent place at the show, while architecture will be given just play. Competitions will not be omitted, handsome prizes being awarded to the most ingenious, irrespective of nationality. France has a great deal to learn from other countries as regards sanitation and cheap and healthy dwellings, the construction of which are sadly needed in Paris.

A PASSION PLAY.

Le Roman de France is the latest successful drama in seven acts represented at the Ambigu Theatre. The opening part of the play is very sad, as it recalls *l'annee sanglante* of 1870-71—a period which none in France care to recall. Mme. Vidal lives at St. Denis, in company with her beautiful Françoise, and as the fighting becomes fiercer, so are the wounded brought to her *garçote* or tavern, which has been converted into a temporary hospital. As soon as Captain Pierre Joubert is carried in seriously wounded him alone, the more so as the Captain and she used to be sweethearts some years previously. As soon as Joubert regains consciousness, he is amazed to find that he has received such kind attention from Françoise, whom he thanks with all his heart. The marriage between Joubert and Françoise is supposed to have taken place in the next act; but as his wife is the cause of his retiring from the Army, his brother officers make it very unpleasant for him, while neighbours and friends refuse to speak to his wife whose sole ambition is to live like a duchess, in spite of the limited means of her husband. The latter decides to quit the town, believing his foolish and vain wife would become wiser. But the constant reading of fast novels has had too strong a hold on Françoise, who obtains an engagement at a music hall in the provinces, and flirts with all the young men of the place. The captain is finally forced to sell the home, in order to pay his unfaithful wife's debts. As a final appeal, he writes to her imploring her to give up her fast life and return to him, and work honestly together for their living. The next post brings him a letter, in which she informs him that she has eloped with a young doctor, by whom she has had a child. The news is too much for the broken-hearted husband, who commits suicide. The play is beautifully staged, and faultlessly rendered.

LATEST STEAMER MOVEMENTS.

The E. & A. steamer *Eastern* left Manila yesterday, and may be expected here on Wednesday afternoon.
The P. & O. steamer *Masilite* left Singapore for this port on the 30th ult., at 6 p.m., with the outward English mails, and is due here on the 4th inst. at about 2 p.m.
The C.N. steamer *Taiyuan*, from Australian Ports, left Sydney on the 29th ult., and is expected here on the 21st inst.

THE TRANS-SIBERIAN RAILWAY.

Mr. J. M. Maclean, formerly editor of the *Times*, writes in an able, if somewhat prejudiced, article in the May issue of the *Magazine of Commerce*. He contends that this railway is a blow to our commercial supremacy in the Far East, and concludes—

We have been in the habit of regarding Russia as nothing but an overgrown military empire, but her efforts for many years past have been mainly devoted to the preservation of works of industrial activity. The Crimean War was an excellent lesson for her. It taught her her own weakness, threw her back upon herself, and compelled her to study the means of making the world recognise her real greatness. It seems absurd now to remember that the Western Powers of Europe imagined they could cripple Russia for all time and bind all her maritime aspirations in chains by shutting her up within the frozen waters of the Baltic and the jealously-guarded portal of the Black Sea. Russia has since made use of her restored strength and the friendship of France to burst in pieces the bond by which the Treaty of Paris essayed to fetter her young limbs. She has also made the Black Sea completely her own. The Turkish flag only flies there by her permission. The whole coast, from the Balkans right round through the now emancipated provinces of Turkey, to the Caucasus and the annexed Turkish territory between Kars and Batoum, now belongs to the Russian Empire. The Caucasus, once the home of bands of intractable brigands, has been conquered, opened out, and traversed by railways. At Baku, on the Caspian, the discovery of perennial wells of oil has enriched the whole country, and converted a poor, decaying town into a populous and wealthy city. The whole of the rich province of Khorsan, in Northern Persia, has practically become Russian; new lines of railway on both banks are surmounting the break of the Caspian Sea. The whole of the fertile country of Central Asia, down to the mountainous barrier of the Hindu Kush, is now Russian territory. The officers of the Tsar are eagerly pushing forward the construction of the trunk line from Orenburg to Tashkent, which will complete railway communication from Moscow to the Oxus, and which, but for Afghan prejudice, fostered by the stupid policy of the Government of India, which seeks to erect a sort of Chinese wall at the Himalayas to protect the Indian frontier, would quickly link together the Russian and Indian railway systems, complete an overland line from Calcutta to Calcutta, and enable English travellers to reach the Indian capital in less than 10 days' time. All this is truly marvellous work of putting new life into Asia has now been crowned by the railway from Europe to the Pacific coast of China. It is charitable to suppose that Mr. Arthur Balfour little knew what he was talking about when he invited Russia to take possession of Port Arthur. He was not merely giving away a strategic position, but admitting Russia to share with England the mastery of the Pacific. No wonder he was taken at his word. For 200 years the main object of Russian policy had been to gain admission to a free port on the ocean. This was the secret of Russia's constant yearning to reach the Persian Gulf, and the relentless vigour with which she pitilessly assailed Turkey till she became mistress of the Black Sea and the channel into the Mediterranean. Now England herself asked her to become a great maritime power. Russia gleefully assented, and then, while the organised brigandage of the rest of Christian Europe displayed its superior civilisation by ruthlessly butchering the Chinese people and pillaging Peking, Russia in the most systematic manner effected the annexation to her empire of the great province of Manchuria, in which she found fertile territory, populous cities, a swarming population, rivers abounding in fish and navigated by immense numbers of native craft, and in which she has lost no time in constructing a railway which extends her Siberian line as far as Port Arthur. Now she, indeed, "bestride the narrow world like a Colossus." She has become an immense homogeneous, self-sufficing empire, and is practically unassailable by the fleets of any maritime Power. For this unhoped-for consummation, on a grander scale, of the policy of Peter the Great she has to thank the Prime Minister of England.

The commercial, as well as the political, consequences of the completion of this great enterprise cannot but be prodigious; but it is proverbially difficult to forecast what course commerce will take, and changes which one expects to be immediate often take long years to reach maturity. What is certain is that vast regions of a world which seemed to be dead have suddenly been opened to the busy traffic and eager curiosity of Europe. We have become accustomed, for so many years, to the marvellous growth of America, and have followed with such obsequious admiration the progressive advance of the New World in the arts of civilisation, that we seem to have forgotten the existence of the Old World. Yet Asia is still the largest of all the continents, and is unequalled in the swarming multitude of her population and the abundance of her natural resources. The history of mankind is practically a record of the immortal contest for supremacy between Europe and Asia. After a prolonged struggle, the splendid Asiatic monarchies were finally subdued to the domination of Greek civilisation, which lasted for just 1,000 years. But there is no escape from the working of the inevitable law of action and reaction, and the Arabian conquests swept the Europeans out of the East, and never spent their force till a great part of Europe itself had been brought under Moslem rule. After many centuries, there came another swing of the pendulum, and since Spanish and Portuguese explorers found their way round the Cape into Indian waters, the

whole of the East has accepted the supremacy of the maritime nations of Western Europe. Now another great revolution seems to be inevitable. The resurrection of land traffic throughout the vast Asiatic continent must strike a blow at the monopoly which an island empire like England has enjoyed through the preponderance of her shipping trade. The Suez Canal had previously done us much harm. In the old days, when Asia could only be approached by means of a long voyage round the Cape, England did just what she liked in the East, and had no competition to fear. Securely seated in her possession of India, whence she could draw unlimited supplies of men and money to maintain her authority, she ruled, the undisputed mistress of the Indian and Chinese Seas, the Red Sea and the Persian Gulf, and was obeyed by every nation from Zanzibar to Japan. This security was rudely disturbed by the intrusion through the Canal of every European Power, and by the determination, as was shown in the recent Chinese War, of French, Germans and Russians to be partners along with us in the spoils of the East.

New a blow is struck, not merely at our political supremacy, but at the maritime trade which is the secret of our wealth and strength. China can now be reached by a route unfamiliar to Englishmen and controlled by foreign hands. The extension of the new railway from Port Arthur to Peking can only be a question of a very few years, and already the populous market of Northern China has been opened to the immediate intercourse of Eastern Europe. The value of commerce with the East is quite incalculable, and upon its possession has always depended the wealth and power of Western nations. England owns in India the richest and most valuable part of the Asiatic Continent, and the great rivers and inland waters of Asia will always make her coasts very accessible. But now, suddenly, the northern part of Asia, which we have always looked upon as a desert, has been brought into prominence. The far-sighted policy of Russia aims not merely at the precession but the effective occupation of Siberia and Manchuria. For years the Russian ships sailing from Odessa to the Far East have been crowded with families of emigrants from Southern Russia, who have gone under the protection of the Tsar, and with special gifts, to settle in a new country. Siberia, it has been proved, has plenty of good agricultural land and mineral wealth and in the temperate latitudes to the south, far from the Arctic Sea, white workers can live and prosper. Here, then, Russia is quietly building up a new kingdom. Her supremacy over Northern China, too, is now complete. Her commerce with that immense and prosperous empire has hitherto been limited to a few caravans arriving once a year at the fair of Nijni Novgorod. Now she can exchange freely goods carried by train with all the products of Chinese labour and ingenuity. It is no doubt, possible to make too much even of the value of Eastern trade. Lord Curzon exposed himself lately to a deserved rebuke when he told the Indian princes to encourage native art, instead of making purchases in Tottenham Court Road. Sir J. Blundell Maple showed conclusively that his firm is the largest purchaser of the Indian carpets which Lord Curzon thinks are neglected. But the first great success of the new railway will consist in its acquisition of the mail and passenger service. No correspondent will send his letters by a sea voyage of 35 days to Shanghai when they can be carried by land in 18 hours and be reduced to 15 days. Time is money, so no traveller intent on business will spend five weeks on board a steamer when he can compress the same distance on land in less than half the time. The great steamship companies in England have not yet taken the alarm, but the danger of overhanging their business is not the less real. We may regret, on patriotic grounds, that our supremacy is threatened, but it is impossible to view without interest and sympathy a revolution which is stirring the dry bones of Asia with a breath of fresh air.

ENGLAND AND RUSSIA.

PENDING QUESTIONS.

Mr. Gibson Bowles, in the House of Commons on April 30th, asked the Prime Minister whether, in view of the fact that by the Hague Convention of July 29, 1899, which established a Permanent Arbitral Court at The Hague, the Government agreed to use all their efforts to ensure the peaceable settlement of international differences, they would now consider the advisability of proposing to the Russian Government a reference to the arbitral jurisdiction of The Hague of the questions which had recently arisen relative to the claims and position of Russia in Manchuria, and the pending questions affecting the interests of the two countries in Persia, in Afghanistan, in Asia Minor, and in the Dardanelles.

Mr. Balfour: In regard to both these questions, I would say that while His Majesty's Government are desirous of using to the utmost the advantages given to international relations by the Constitution of The Hague Tribunal, we do not think that any of the questions now pending between us and Russia are of a kind with which that tribunal could usefully deal.

Mr. Gibson Bowles: Has the right hon. gentleman in mind, in giving that answer, the particular form of that Tribunal to which I have specially referred—an international commission of enquiry?

Mr. Balfour: Yes; I quite appreciate my hon. friend's supplementary question, but I do not think that it really modifies the general policy indicated in my first answer.

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[38]

RUSSIA AND MANCHURIA.

THE PROTEST OF THE UNITED STATES.
The official despatch from St. Petersburg of the truth of the reported negotiation of a Convention which would give Russia sovereign rights over Manchuria have undoubtedly allayed excitement, though they have not convinced the world of Russia's intention to honestly fulfil the pledges contained in the Manchurian Convention of April, 1902.

The following interesting account of the interchange of views between the United States and Russia, supplied to the *Times* by its New York correspondent at the end of last month, will not be without interest now to residents in the Far East—

The Governments of Russia and the United States are in active communication in regard to Manchuria. Russia appears to be well pleased at Mr. Hay's playing a lone hand. Her aim being to divide the Powers interested, deal with each separately, and prevent any common or joint action, she naturally rejoices in the isolation of the United States, be the cause of isolation what it may. The State Department announces unofficially that United States interests are purely commercial interests. Count Cassini thereupon rises from his sick-bed, visits Mr. Hay on Sunday at his private house, and assures him that Russia has no warmer desire than to protect these commercial interests. He has, and has long had, an organ in the American Press on which he plays, as occasion serves, Russian airs. He plays one to-day.

Mr. McCormick, the American Ambassador in St. Petersburg, having presented Mr. Hay's "note of enquiry" to Count Lamsdorff, Count Cassini is instructed to say how deeply disappointed is Russia at the American attitude. He repeats that the Tsar will make good his pledges to the United States. Asked to reconcile the pledge of the open door with the closing of the "ports" of Mukden and Taku-shan, he again takes refuge in smooth generalities. If these particular "ports" be not open, advantages will be granted to the United States equivalent to any she would have gained if China observed the treaty and the ports remained treaty ports. And these advantages, said the wily diplomatist, will be exclusive to America. But China must close those "ports" to the rest of the world. Moreover, if the United States desires to reap the benefit of this special exception on her behalf she will doubtless withdraw her present objection to Russian arrangements for Manchuria, which in any case will not be modified.

This is the Russian version of what has thus far occurred between Count Cassini and Mr. Hay. Scarcely, some of them English, who doubted from the first whether the promises Mr. Hay obtained from Russia about the open door would be binding in form or whatever their form, would be fulfilled by Russia, are rejoicing to-day in their unbelief. But St. Petersburg may well take note of what is now said in American journals formerly Russia's warmest friends. The *San* is one. To-day it follows yesterday's brief article with a full analysis of the Russian demands on China. It rejects them one by one and declares that "the United States cannot acquiesce in China's acceptance of these demands." It concludes as follows:—"In the face of a proper protest from Washington it is difficult to believe that the Russian Government will persist in the extraordinary demands put forward at Peking by its representative."

But the proper protest from Washington has been made and we see what the Russian answer is. It is not the final answer, perhaps, but neither on this side has the last word been said. The matter is one on which it is quite possible that the Government's hand may be forced. American attention is not always easily attracted to disputes so remote, but it was instantly strengthened by this afternoon's telegram from London, said to be official, that China has formally refused to grant the Russian demands. In refusing she will have the full moral support of the United States—diplomatic support, also possibly support of a more effective kind. The Ambassadors and Ministers of almost every Power directly concerned have been thronging to Mr. Hay's room in the State Department since this morning. When I speak of effective support for China I do not mean support by arms, which it is far too soon to suggest as even a possible contingency. Other support comes first, but the other sentiment also is aroused. Paris to-day says that France supports Russia. That means another check to American sympathies with France.

THE PRICE OF SILVER.

Mr. Thomas Southcott points out that in his report for the year ended June 30, 1902, the Secretary to the United States Treasury stated that "the silver coinage during the year amounted to \$32,546,000," which would be the equivalent of 25,172,000 oz., and that "the coinage of silver dollars was wholly from bullion purchased under the Act of July 14, 1890. Of this there remained on July 1, 1902, 33,218,000 oz., so that it follows that if the United States Government continued to coin silver

after June 30 last at the same rate as for the year ended that date, its supply would be exhausted at the end of October next, when it would have to come into the market and purchase. If they did, at the rate of consumption shown above they would be purchasing about 15 per cent. of the world's production of silver for three years, 1899 to 1901, which averaged 171,686,000 oz. Such an extra demand must necessarily have an effect, but if we look at the United States Treasury statement of April 7 last, we find that on that date the stock of "silver bullion of 1890" was still \$20,123,000, so that in nine months only about \$13,000,000 had been coined, and not at the rate suggested by Mr. Southcott.—*L. & C. Express*.



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Hongkong, 14th February, 1903. [52]

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FOR
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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: Pines, Codes: A.B.C., 5th Ed. Editor's.

NEW ADVERTISEMENTS

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their premises LIMED, WASHED and CLEANSED in accordance with Law are reminded that the period during which this work should be finished ends on the 30th day of JUNE, 1903; and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to STAMP OUT PLAGUE is determined to RIGOROUSLY PROSECUTE any owner in default after the above named date.

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
1st June, 1903.

Note:—The Western Division of the City lies to the West of Morrison and East Streets. [1600]

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For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
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Hongkong, 2nd June, 1903. [1598]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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Hongkong, 2nd June, 1903. [1597]



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SANDER, WIELER & CO.,
Agents.

Hongkong, 2nd June, 1903. [1593]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

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No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st June, 1903. [1596]

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Optional Cargo will be forwarded on unless intimation is received from the Consignees before to-day, the 31st May, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 6th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th June, or they will not be recognised.

All damaged packages will be examined on Monday, the 8th June, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st May, 1903. [1592]

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA."

ON FIRE IN SINGAPORE ON JANUARY 7TH, 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.

SANDER, WIELER & CO.,
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Hongkong, 1st June, 1903. [1592]

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Hongkong, 27th May, 1903. [1599]

NAVY LEAGUE.

HONGKONG BRANCH.

PUBLIC MEETING.

MR. H. F. WYATT, a delegate of the Head Office of the Navy League, will give an ADDRESS, TO-DAY (TUESDAY), 2ND JUNE, in the CITY HALL, at 5.15 P.M. Ladies and the General Public are cordially invited to attend. His Excellency the GOVERNOR will take the Chair.

E. W. MITCHELL,
Acting Hon. Secretary.

Hongkong, 30th May, 1903. [1578]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT (TUESDAY), the 2nd JUNE, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 29th May, 1903. [1564]

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Hongkong, 22nd May, 1903. [1505]

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Hongkong, 21st May, 1903. [1499]

NOTICE OF REMOVAL.

INTERNATIONAL BANKING CORPORATION.

THE business of this Bank will be carried on from TUESDAY, 24th MAY, in the New Offices of the Corporation.

20, DES VŒUX ROAD CENTRAL, next to Messrs. Jardine, Matheson & Co.'s Offices.

Hongkong, 27th May, 1903. [1542]

THE "ZAFIRO" CASE.

A REPRINT OF "THE 'ZAFIRO' MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press."

Hongkong, 29th May, 1903. [1565]

GRACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards: Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lanes, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference.

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Hongkong, 9th January, 1903. [3463]

THE AMERICAN SYSTEM

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DR. M. H. CHAUN,

27, DES VŒUX ROAD CENTRAL HONGKONG—From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [769]

NOTICE.

ALL Persons having any CLAIMS against our firm are requested to send us particulars in writing thereof before the 1st JUNE, 1903, on which date the engagement of our present Comptroller will term.

DOBBI BROTHERS,

Hongkong, 15th May, 1903. [1435]

AUCTIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held THIS DAY (TUESDAY), the 2nd day of JUNE, 1903, at 3 P.M. at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land below Mount Kellett Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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5	100 ft. by 100 ft.	10,000	\$100	\$1,000
6	100 ft. by 100 ft.	10,000	\$100	\$1,000
7	100 ft. by 100 ft.	10,000	\$100	\$1,000
8	100 ft. by 100 ft.	10,000	\$100	\$1,000
9	100 ft. by 100 ft.	10,000	\$100	\$1,000
10	100 ft. by 100 ft.	10,000	\$100	\$1,000

1527

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

TO-MORROW (WEDNESDAY) AND THURSDAY,

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SUNDRY NAVAL AND VICTUALLING OBsolete AND CONDEMNED STORES,

Comprising—

BOATS, ENGINES, BOILER, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, &c., &c.

The Naval Stores will be sold on Wednesday, the 3rd June, and the Victualling Stores on Thursday, the 4th June.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 27th May, 1903. [1545]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

THURSDAY,

the 4th JUNE, 1903, at 2.30 P.M., at No. 21, ST. GEORGE'S ROAD,

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,

Comprising—

TAPESTRY, and PLUSH-COVERED EASY CHAIRS, CANTON BLACKWOOD STOOLS, JARDINERES, BRACKETS and TABLE, TEAK OVERMANTLES, TEAK SIBBERARD, DINING WAGON, DINNER SERVICE, GLASS WARE, CUTLERY, ENGRAVINGS, LACE CURTAINS, CARPETS, &c., &c.

DOUBLE WARDROBES with GLASS DOORS, DOUBLE BEDSTEAD, TOILET TABLE, WASHSTAND and BATHROOM REQUISITES, &c., &c.

On View from Wednesday, the 3rd June. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 30th May, 1903. [1579]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction,

FRIDAY,

the 5th JUNE, 1903, at 11 A.M., at the FIRE BRIGADE STATION,

Three MANUAL ENGINES and GEAR, Eight Lengths SUCTION HOSE, Nineteen Lengths DELIVERY HOSE, Sixty-five Suits UNIFORM, Twelve Pairs BRASS COUPLINGS, Two PRESSURE GAUGES, Twenty-five RUBBER VALVES, and One Lot OLD CANVAS, &c., &c.

at Noon, the same day, at the CENTRAL POLICE STATION.

A QUANTITY OF JEWELLERY:—

And on SATURDAY,

the 6th JUNE, 1903, at 11 A.M., at the WATER POLICE STATION, Tim-tai-tai,

Fifty-five SMALL CHINESE BOATS, Four WOODEN BENCHES, One TABLE, Forty-three old LAMPS, and a Quantity of old MANILA HEMP and COIR ROPE, of various lengths ranging from 1 to 35-in. in diameter.

Terms:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th May, 1903. [1562]

PUBLIC AUCTION.

THE undersigned has received instructions from Mr. A. HARN, to Sell by Public Auction,

on SATURDAY,

the 6th JUNE, 1903, at 2.30 P.M., at his Residence, No. 16, ICE HOUSE STREET (Top Floor),

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising—

WARDROBES, BEDSTEADS, CHEST-OF-DEAWERS, TABLES, FIGURES, TOILET TABLES, WASHSTANDS, DINING TABLE, GLASS and CROCKERY WARE, &c., &c.

Also

One SEMI-GRAND PIANO by BROADWOOD & SON.

On view from Friday, the 5th June. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 1st June, 1903. [1589]

DIED—ABRAHAM LA RUE—APRIL 27th.

ALL CLAIMS against his Estate are requested to be presented to AMERICAN CONSULATE GENERAL for authentication.

Hongkong, 29th April, 1903. [1509]

INSURANCES

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

Hongkong, 14th January, 1903. [216]

TURNER & CO.

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [123]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGTONG, 2nd April, 1900. [3]

HOTZ & JACOB & CO.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [28]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1901, £15,722,893.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

II. FIRE FUNDS, 2,635,548 5 2

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st July, 1902. [179]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security, 2625,719

Total Losses Paid, 26,709,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China living European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN
A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c. Highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS
MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHY
M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING
"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS
F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Rahjen's Genuine Com-
position Red and Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Blaudelle
Spence & Co.'s Composition.

WATCHMAKERS
DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

NOTICES OF FIRMS
NIPPON YUSEN KAISHA.

NOTICE.
DURING my Temporary Absence from
the Colony, Mr. T. S. TAKAYANAGI
will assume charge of the Company's business
at this port.

A. S. MIHARA,
Manager.
Hongkong, 1st June, 1903. [1588]

NOTICE.
MR WILLIAM H. GASKELL having
returned to the Colony, resumes his
practice as Public Accountant.
Office: No. 4, Des Vaux Road.
Hongkong, May 25, 1903. [1532]

**CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.**
司公限有船輪華中

THE OFFICES of the above Company have
been OPENED at No. 25, QUEEN'S
ROAD CENTRAL, 2ND FLOOR.
Hongkong, 21st March, 1903. [924]

**CHINESE AMERICAN COMMERCIAL
COMPANY.**
司公美華

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THIS Company's Offices are Established at
Nos. 20 and 21, CONNAUGHT ROAD
opposite Douglas Park.
Hongkong, 1st May, 1903. [1321]

NOTICE.
NOTICE IS HEREBY GIVEN that the
Partnership hitherto existing between
JOHN WARREN KINGHORN and
DONALD MACDONALD was DISSOLVED
by mutual consent on the 1st day of
December, 1902, and that since that date
the business of the former firm of KINGHORN
& MACDONALD has been carried on
by DONALD MACDONALD in the firm name
of KINGHORN & MACDONALD.

NOTICE IS FURTHER GIVEN that as
from this date the said business will be carried
on by DONALD MACDONALD under the
style of MACDONALD & CO.
All DEBTS due to or by the late firm of
KINGHORN & MACDONALD will be re-
ceived and paid by DONALD MACDONALD.
Dated this 26th day of May, 1903. [1554]

**ROYAL BRATED WATERS
MANUFACTORY.**

If you want a drink of health,
If it is true that health is wealth,
If you take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Essences many from which to choose,
Our list of drinks will you amuse.

Apply to—
F. P. DANENBERG, Manager.
Factory & Office—West Point; Telephone 397;
Depot—Ice House Street; Telephone 374.

Novel Specialties. Best in the Far East.
Refreshing and invigorating drinks of the
season. Just Produced. Long Life, Non-Intoxi-
cating and Excellent Beverages.

Hit-Que, Winter Stent, Strawberryade,
Jubilee Champagne, Orange Champagne, Hop
Ale.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year
1902, at the rate of Sixty Cents per Share
(or Six per Cent. on the Capital of the Company,
making Eleven per Cent. for the year) is payable
at the HONGKONG AND SHANGHAI BANK,
Hongkong, on and after this date, the 25th
MAY, 1903, on Warrants to be obtained from
the undersigned. Local Shareholders are
requested to apply to the COMPANY'S
OFFICE for their Warrants.

THE DIVIDEND is also payable at the
HONGKONG AND SHANGHAI BANK, SHANGHAI,
on presentation of Warrants there on and after
the same date.

By Order,
A. K. MANCELL,
Secretary. [1570]
Hongkong, 29th May, 1903.

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.
THE STATUTORY MEETING of the
above Company will be held at the
COMPANY'S OFFICE, No. 4, QUEEN'S
BUILDINGS, on SATURDAY, the 6th
JUNE, at Noon.

J. WHEELEY,
General Manager.
Hongkong, 22nd May, 1903. [1511]

WANTED.
A COMPRADORE with good Security.
Apply to—
DOSHI BROTHERS,
10, Hollywood Road.
Hongkong, 15th May, 1903. [1429]

NOTICE.
THE SWATOW ICE COMPANY is
prepared to supply ICE at Current
Rates.

BRADLEY & CO.,
Agents.
Swatow, 1st May, 1903. [1399]

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 99 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 23 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 360 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. [153]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 39, WINDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ence.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1589]

PURE FRESH WATER
THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1902.

WINCHESTER CARABINES
12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers
ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO.,
14, Des Vaux Road. [2742]

NOW ON SALE.
DIRECTOR OF
PROTESTANT MISSIONARIES

IN
CHINA, JAPAN AND COREA
FOR 1903.

WITH ALPHABETICAL LIST.
88 PAGES, BOUND IN CLOTH AND
LETTERED, 31
PAPER COVER, 50 Cents.

On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS,
Shanghai;

Mr. EDWARD EVANS, Missionary Home,
Shanghai;

Messrs. KELLY & WALSH, Ltd., Hongkong,
Shanghai and Yokohama;

Messrs. W. BREWER & Co., Hongkong and
Shanghai;

YOUNG CHONG BOOK STORE, Swatow;
Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Fochow;
Messrs. H. BLOW & Co., Tientsin;
Messrs. HODGE & Co., "Soul Press," Seoul;
"NAGASAKI PRESS" OFFICE, Nagasaki;
"KOREA CHRONICLE" OFFICE, Kobe;
The "DAILY PRESS" OFFICE, Hongkong; and
at the London Office, 131, Fleet Street.
Hongkong, 1st January, 1903.

SUBMARINE WARFARE.

Lieutenant G. B. ARMSTRONG, R.N., con-
tributes an article to the April *Cornhill*
upon the possibilities of submarines in war time.
He deplores our belated programme of con-
struction. England has nine submarines built
and building. France fifty. Lieutenant Arm-
strong cites some cases in which the submarine
has performed great exploits, and concludes
that as their proper sphere is the defence of
ports, they practically make a blockade im-
possible.

A SUBMARINE'S INVULNERABILITY.
Many devices have been invented for indi-
cating the approach of a submarine, but even if
detected what good does it do? The subma-
rine only shows for from seven to fifteen
seconds. "Perhaps only those who have had
actual experience of practice at sea with quick-
firing and machine guns can properly appre-
ciate the significance of these figures. In the
first place the target which such vessels pre-
sents, when viewed, is about as difficult a one
as could be imagined. Secondly, only direct
hits would be of any avail, and the chance of
securing any of them in the short space of time
at the disposal of the captain of guns would be
extremely slight; and in saying this I think
even the most ardent gunnery man will agree
with me. Of course, any attempt to injure a
submarine when submerged would be out of the
question, owing to the resistance given by the
water to even the heaviest projectiles, and the
consequent deflection."

The periscope, however, is now so perfect
that a submarine never needs to come to the
surface before discharging a torpedo at all—
"So perfect is it, and so regular in its action is
the depth-keeping apparatus of an efficient
submarine, that the *Francis*, for example, has
run a course of eight miles under water with
the periscope constantly one foot out of water.
This means that the unfortunate gunners on
board a ship which is being attacked would,
under these circumstances, have a pointed
metal rod one foot long and three inches wide
to fire at, at the distance of several hundred
yards; and even if they accomplished a miracu-
lous hit, they would hardly be better off than
they were before."

Lieutenant Armstrong mentions
that only a select few amongst our officers
have any practical acquaintance with this new
type of vessel. In fact, scarcely one officer in a
hundred has ever even seen a submarine. The
French, however, use every effort to acquaint
their officers and men with all the aspects of
submarine warfare, and yet, in the opinion of
many of our own officers, the whole principle of
naval strategy in wartime has undergone serious
modification since the introduction of the sub-
marine.

THE LATEST SUBMARINE.
In *Pan's Magazine* for April Mr. Herbert C.
Fyfe gives a short account of the *Protector*,
which has recently been launched at Bridgeport,
Conn., U.S.A. It differs chiefly from the *Hol-
land* and other types of submarines in being
able to run along on wheels upon the floor of the
ocean. Travelling on the floor of the ocean
is the most simple, safe and reliable method
known of under-water navigation. There are
two wheels fitted to the keel, one in advance of
the other. They are three feet in diameter, with
nine-inch face. The United States Navy De-
partment is going to carry out a series of ex-
haustive trials with the *Protector*, and everyone
in authority seems to speak well of it.

**INTERESTING COMMERCIAL
CASE.**

In the King's Bench Division of the High
Court of Justice recently Mr. Justice Walton
had before him the case of Clark and another v.
Nichols, which was an action to recover
£130 12s. 3d. for goods (fannel) sold and
delivered.

The plaintiff's trade as Clark & Struthers
at Glasgow, and the defendants, Messrs. C. A.
and H. Nichols, are export merchants at
Peninsula House, Monument Street, F.C. It
appeared that contracts on which the action was
based were entered into in July and August,
1900, and by them the plaintiffs agreed to
manufacture and sell the defendants a quantity
of fannel. The total amount of the account for
the fannel was £447 12s. 3d. of which £327 had
been paid, and plaintiffs now sued for the
balance. The goods were, it appeared, to com-
ply with orders received by the defendants from
customers in Japan. The defendants said the
goods supplied were not in accordance with the
samples submitted, but were inferior in quality,
consistency, finish, and design. They also said
it was agreed between them that in considera-
tion of the defendants shipping the goods to
Japan, the plaintiffs would indemnify them
against all claims which might be made against
the defendants by their buyers. They (defendants)
said they had to make their buyers in Japan
an allowance of 2d. per yard by reason of the
goods not being up to sample, and that that
allowance amounted to £119 7s. 3d. They had
had an arbitration which had cost £2 12s. 9d.,
and under the indemnity they counter-claimed
£123 as damages.

Mr. Hume Williams, in reply, said plaintiffs'
contentions was that the goods were in accord-
ance with the samples on which the orders were
given. They also denied that defendants had
had to make the allowance stated to their cus-
tomers in Japan, or that they had suffered any
damage whatever.

Mr. Christopher Rhodes, a manufacturer's
agent, called for the defendants, and that he
considered that 2d. per yard was a fair allow-
ance to make on the fannel. It would not be fair
to call the material fannellette; it was what he
knew as union fannel. Cross-examined, he
was not aware that six agents in Japan made
large profits out of this allowance. A fair
allowance in England would have been 1 1/2d.
per yard as compared with pure fannel. There
was both wool and cotton in the material.

Mr. Charles Bewick, salesman for textile
goods with Messrs. Louis Behrens and Co., of
Manchester, said he had examined the samples
and the bulk, and he found the latter not equal
to the samples. It contained fewer threads of
wool. He himself would not have passed the
bulk. Cross-examined, he said the bulk of this
firm's business was in cotton. They did not
manufacture woollen goods, but they dealt in
fannels. Union fannels were a mixture of
cotton and wool. He would not say that the
bulk contained more wool than the sample. He
had not tested by weight. Apart from the

quality of wool, the bulk was not equal to sample.
The goods were not high quality goods.
Expert evidence was also called on behalf of
the plaintiffs to prove that the fannel was up to
sample, and that in some cases the bulk was
stronger and better.

His Lordship reserved judgment.
As the resumption of this case, His Lordship
said that on considering the matter he had come
to the conclusion that he could not with confidence
give a decision on the matter as to whether the
goods were inferior to sample or not on the
evidence before him. To do so would be merely
guess work, and he thought some independent
person ought to examine it. He would, if
counsel chose, give judgment at once, but he
should prefer before doing so to have the evidence
asked for—Mr. Lochin said there were no
fannel manufacturers in London, and he supposed
they would have to go to the Manchester testing-
house. A conversation ensued, and the testing
houses at Manchester, Glasgow, Bradford, Leeds,
Ruddersfield and Rochdale were suggested, but
the junior counsel, in the absence of their leaders,
failed to agree as to the source whence the
independent opinion was to be obtained.
Ultimately it was agreed that the matter should
be left to the leading counsel in the case, and
that an independent opinion should be obtained
as speedily as possible. On this understanding
His Lordship said he would defer judgment.

**THE EMPLOYMENT PROBLEM
IN ENGLAND.**

A pamphlet has recently been published in
England from a pen of Mr. Edgar Greenwood.
It is the outcome of the author's belief that it
would be interesting to examine the question
of modern workers, and to see, in the first place,
what improvements can be made in the training
of employees; and secondly, whether any
means can be taken by which the skill of present
employees may be increased. To retain the
commercial supremacy which Great Britain
holds, she will have to bring the skill of
employer and employee up to the highest
possible pitch of proficiency.

Mr. Greenwood says:—"This pamphlet does
not aim to solve the employment problem, but
it is compiled with the object of ventilating
the subject. First, the balance of supply and
demand was stated as regards certain office
workers by means of advertisements inserted in
daily papers, and then circulars asking various
questions were sent to leading employers
throughout the country representing the chief
industries. The results of these advertisements
and replies to the questions are given in the
following pages, and my thanks are due to the
firms whose observations appear. It was deemed
advisable, for obvious reasons, to withhold their
names throughout; hence the trades alone are
designated."

A section of the pamphlet gives the replies
of employers to the question, "Can you obtain
competent employees?" Altogether sixty-four
employers representative of various trades were
canvassed, and their replies furnish not only a
most interesting table of statistics, but also a
series of thoughtful comments. For instance, in
regard to junior clerks, the result of the replies
is summarized as follows:

Thirteen firms out of fifty-eight are dis-
satisfied with the supply of good junior clerks.
There are plenty of applicants for these posi-
tions, but the majority do not seem to possess
the requisite grit to enable them to make the
most of their opportunities. When they leave
school they object to becoming office boys, and
so learning work which a junior clerk ought to
know. The average clerk reads practically no
literature—the halfpenny newspapers and ma-
gazines satisfy him; he smokes whenever he
can—in the train going to and from business,
in the dinner hour, in the evening, and, worst
of all, when he is out making a business call—
and he spends all his evenings in sport or loaf-
ing, part of which time might profitably be
spent at technical classes or in private study.
These are the clerks who will look for promotion
to senior positions and travellers in a few years.

Then, again, in regard to works managers,
we have the following interesting summary:—
"Twenty-four firms out of sixty, or 40 per cent.,
find a difficulty in getting good works managers.
For this position a man must be capable of com-
mending those under him, and he must have a
thorough knowledge of all the departments in
his charge. As with the higher positions in
offices, the best men are those whom the employ-
ers have trained themselves. It is a significant
fact that in the United States in most cases,
especially in the engineering trades, the heads
of departments and works managers are English
or Scotch."

But perhaps the most interesting point of all
is that dealing with Trade Unions, which are
almost universally condemned. Here is what
Mr. Greenwood has gathered on the subject:—
"Do Trade Unions help you as employers?"
To this question fifty firms out of fifty-four
answered "No," one answered "Yes," and three
were doubtful. Trade Unions, as now constituted,
are the stumbling block in commercial progress.
The firms giving suggestions for means of im-
proving the skill of employees lay special
stress on the restrictions which Trade Unions
impose upon them. Great Britain cannot
hold her own in the world's commerce unless
these restrictions are removed. Employers are
prevented from getting the full quantity of
work out of a good workman, and from dismiss-
ing a bad or drunken workman at short notice.

EVERY DROP COUNTS.
Remember that when you are rubbing Perry
Davis' Painkiller on a muscle that has been
strained by overwork. Down into the tiny
pores of the skin Painkiller works its way
soothing the inflamed tissues and taking away
the ache. Ask your druggist what his other
customers say of this household benefactor.
There is but one Painkiller, Perry Davis'.
298-16

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

IN CASES OF ANOXY
400 LBS. NET

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902

SIENTING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

LARGEST SALE OF ANY DENTIFRICE.
CALVERT'S
CARBOLIC
Tooth Powder.

A unique and efficacious preparation for
cleansing the teeth and strengthening the gums.
F. C. CALVERT & Co., Manchester, Eng.

2384-1

WM. POWELL, LD.,

DETTSMAKERS, DRAPERS, AND GENTLEMEN'S
OUTFITTERS,
28 AND 34, QUEEN'S ROAD CENTRAL.

DRESSMAKING UNDER EXPERIENCED EUROPEAN
SUPERVISION.

GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS
IN STOCK.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S DEPARTMENT THOROUGHLY, UP-TO-DATE.
SHIRTS, TIES, COLLARS, BOOTS, PANAMAS,
RAINCOATS, ETC.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,
GELATINE-DYNAMITE

BLASTING GELATINE AND GELIGNITE,
DETONATORS, SAFETY FUSE.

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—
JARDINE, MATHESON & CO.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

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LONDON BRANCH—34, LIME STREET, E.C.
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Horde, Kanada, Fujinokura, Mameda, Mannoura, Onoura Otsuji
Sasahara Tanabakuro, Yoshinokura, Yoshio, Yunkokura, and other Coals.

N. INUZUKA, Manager, Hongkong.

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED
VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEAREST THING OF THE DAY."
Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpiece and a
handsome curved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSE & CO.

MANUFACTURED BY
THE AMERICAN TOBACCO CO.

BRANCH
**BRITISH-AMERICAN TOBACCO
COMPANY, LIMITED.**

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [1188]

CHEONG SHING.
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMERALDS AND
CHINESE CURIOS.

Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & Co.).
Hongkong, 18th May, 1903. [14]

**HIGH-CLASS CHRISTMAS
CAKES**, decorated ... from \$1.00
Plain Christmas Cakes ... from \$0.50
German Sand Cakes ... from \$1 to \$5.00
Assorted Pastry Cakes ... per dozen 0.50
Scotch Buns ... from 1.50
Frieden Stollen ... 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... from 3.00
Chicken and Ham Patties ... from 2.40
Game Pies ... from 5.00
Christmas Puddings &c. to Order.
Please apply to WEISMAN & CO., 142,
Praya East; ANGLO-AMERICAN STORES,
64, Elgin Road; or ROYAL BRATED
WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

WANG HING.
JEWELLER.
has REMOVED to No. 34, QUEEN'S ROAD
CENTRAL (opposite Messrs. KELLY
and WALSH) and has also kept his old shop as a
Branch Establishment, named WANG HING
& CO.
Hongkong, 23rd March, 1903. [472]

DAVID CORRAR & SON
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked by, nearest Hongkong, and Kowloon, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALCUTTA	Brit. str.	2 m.	W. B. Palmer	BUTTERFIELD & SWIRE	On 6th inst.
LONDON, &c. VIA PORTS OF CALL.	VALETTA	Brit. str.	2 m.	Holman	P. & O. S. N. Co.	On 6th inst. at Noon.
LONDON & ANTWERP VIA SUEZ CANAL.	GLENFARG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 23rd inst.
LIVERPOOL	HYSON	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL	OOPACK	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 14th July.
MARSEILLES, &c. VIA PORTS OF CALL.	SALAZIE	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	BOMBAY	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MARSEILLES, LONDON & ANTWERP	SADU MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MARSEILLES, LONDON & ANTWERP	ANTONIO	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MARSEILLES, LONDON & ANTWERP	ALCANTARA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MARSEILLES, LONDON & ANTWERP	PEDEUS	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
BREMEN, VIA PORTS OF CALL.	STUTTGART	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
HAVRE, BREMEN & HAMBURG	SEGROIA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
HAVRE & HAMBURG	STASSBURG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
HAVRE & HAMBURG	SUEVIA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
HAVRE & HAMBURG	NURNBERG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
HAVRE & HAMBURG	WURZBURG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
HAVRE & HAMBURG	BADENIA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
TRIESTE, &c. VIA SINGAPORE, &c.	GENOVA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
GENOVA, ANTWERP & LONDON	BENMOH	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
ODDESSA	HERMANN LERCH	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
NEW YORK, VIA SUEZ CANAL	PENINSULAR	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
NEW YORK, VIA SUEZ CANAL	NUBIA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
NEW YORK, VIA SUEZ CANAL	HEATHFORD	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
NEW YORK, VIA SUEZ CANAL	CHARLES TIDEBERGH	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHIMANU MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TEIKOKU MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
PORTLAND, OREGON	INDRASAMHA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
AUSTRALIAN PORTS	KUMANO MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
YOKOHAMA	KWANGSI	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
YOKOHAMA & KOBE	CHINTON	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
KOBE DIRECT	PERLA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
KOBE & YOKOHAMA	YAMADA MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
KOBE & YOKOHAMA	SANU MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
NAGASAKI, KOBE & YOKOHAMA	YAMADA MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
SHANGHAI	WUHU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
NINGPO & SHANGHAI	MASSILIA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
TAMU, VIA SWATOW & AMOY	TAMU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
FOOCHOW, VIA SWATOW & AMOY	DANIN MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
FOOCHOW, TONGKU & PORT ARTHUR	ANPING MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
ANPING, VIA SWATOW & AMOY	SIAM	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
SWATOW	MAIDZURU MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
SWATOW, CHEFOO & TIENTSIN	PHARES	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MANILA	HAICONG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MANILA	ROHILLA MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MANILA	SUNGKANG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MANILA	CHANGSHA	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MANILA	YUNNANG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MANILA DIRECT	RUBI	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
SINGAPORE, COLOMBO & BOMBAY	TIENTSIN	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
BOMBAY, VIA SINGAPORE & PENANG	CAPRI	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.
BOMBAY, VIA SINGAPORE & COLOMBO	HOMER MARU	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 14th July.

SHIPPING.

ARRIVALS.
June 1, CHANGSHA, British str., 1,463 T. Moore, Kobe 25th May and Moji 27th, General—BUTTERFIELD & SWIRE.
June 1, CITY OF PEKING, American str., 3,180, D. F. Friel, San Francisco 20th April, and Shanghai 28th May, Mails and General—P. M. S. S. Co.
June 1, HONGKONG, British str., 2,056, Peters, Singapore 25th May, General—CHINESE.
June 1, KAGOSHIMA MARU, Japanese str., 2,731, K. Kori, Moji 25th May, General—NIPPON YUSEN KAISHA.
June 1, NAGASAKI, British str., 2,591, Geo. Fyfe, Calcutta 17th May, Penang 23rd and Singapore 25th, General—JARDINE, MATHESON & CO.
June 1, PETRARCHI, German str., 1,251, Ahrens, Wuhu 25th May, Bico—SANDER, WIEBER & CO.
June 1, SALAZIE, French str., 2,088, J. Aubert, Shanghai 29th May, General—MESSAGE-RIES MARTINIERS.
June 1, YUNNANG, British str., 1,128, S. J. Payne, Manila 25th May, Hong—JARDINE, MATHESON & CO.

DEPARTURES.

31st May.
MANILA, British str., for Shanghai.
1st June.
BRUNHILDE, German str., for Newchwang.
KOUN MARU, Japanese str., for Kobe.
LOONGMOON, German str., for Canton.
LYEEMOON, German str., for Shanghai.
SKULD, Norwegian str., for Saigon.
THALER, British str., for Swatow.

VESSELS IN DOCK.

30th May.
ABERDEEN DOCK.—
Kowloon Dock.—Montana, Canton River, Tagaban, San Joaquin, Shantung, Decima, Nanchang.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Namang*, from Calcutta, Penang and Singapore 25th ult., had light variable winds with calm and smooth sea throughout.
The Japanese steamer *Kagoshima Maru*, from Moji 25th ult., had thick foggy weather on China coast and calm sea.
The German steamer *Petrarch*, from Wuhu 25th ult., had calm and light southerly airs with more or less fog all the way.
The British steamer *Changsha*, from Kobe 25th and Moji 27th ult., encountered fine weather and light breeze to Moji. From Moji experienced fine weather, slightly hazy and light breeze till morning of 29th, when fog set in and continued to arrival; very thick at intervals.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).
DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.
FARES:
1st Class... \$1.50
2nd " " " " 0.70
3rd " " " " 0.30
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West,
Hongkong, 16th May, 1903.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship
"HALLOONG."
Captain Gibson, will be despatched for the above port TO-DAY, the 2nd June, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPEAK & CO.,
General Managers.
Hongkong, 30th May, 1903. [151]

COMPAGNIE DES MESSEGERIES
PAQUEMOTS-POSTES FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 2nd June, 1903, at 11 A.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 1st June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd May 1903. [2]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR KOBE DIRECT.
The Company's Steamship
"PERLA."
Captain J. McGinley, will be despatched for the above port TO-DAY, the 2nd June, at 4 P.M.
This Steamer has superior accommodation for Passengers, and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 30th May, 1903. [1576]

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamship
"CATHERINE APCAR."
Captain A. Stewart, will be despatched for the above ports on THURSDAY, the 4th June, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 26th May, 1903. [1536]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
DHAERWAL, Swedish barque, A. P. Larsson—Jardine, Matheson & Co.
KENTMERE, British 4-m. barque, T. E. Burch—Standard Oil Co.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
STUTTGART ... THURSDAY ... 11th June
ROON ... THURSDAY ... 25th June
PREUSSEN ... THURSDAY ... 9th July
HAMBURG ... THURSDAY ... 23rd July
PRINZ HEINRICH ... THURSDAY ... 6th August
SACHSEN ... THURSDAY ... 20th August
KLAUSCHOU ... THURSDAY ... 3rd September
BAYERN ... THURSDAY ... 17th September
Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON THURSDAY, the 11th day of June, 1903, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till Noon on TUESDAY, the 9th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 28th May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA
OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"INDRASAMHA" 5,197 R. P. Craven June 14, 1903
"INDRAVELLI" 4,899 W. E. Craven July 14, 1903
"INDRAPURA" 4,899 A. E. Hollingsworth Aug. 7, 1903
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 25th May, 1903. [14]

TOYO KISEN KAISHA
MANILA
LINE.
Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Steamship Captain Tons Sailing Date.
"ROHILLA MARU" E. P. Bishop 3863 Tuesday, 2nd June, at 11 A.M.
"ROSETTA MARU" N. Tate 3876 Saturday, 6th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 29th May, 1903. [478]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	TIENTSIN H. W. Kenrick	About 2nd June	Freight only.
LONDON, &c.	VALETTA W. R. Palmer	Noon, 6th June	See Special Advertisement.
SHANGHAI	MASSILIA G. W. Cockman, R.N.R.	About 6th June	Freight or Passage.
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	BOMBAY H. S. Bradshaw	Noon, 12th June	Freight or Passage.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	CEYLON C. D. Bennett, R.N.R.	About 13th June	Freight or Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th May, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
NUBIA Capt. von Hoff	NEW YORK, VIA PORTS.	On 2nd June. Freight.
SEGROIA Capt. Föck	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.
STASSBURG Capt. Madsen	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers.
SUEVIA Capt. Borek	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 30th June. Freight.
NURNBERG Capt. Jaburg	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th July. Freight.
WURZBURG Capt. v. Binzer	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 28th July. Freight & Passengers.
BADENIA Capt. Rörden	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 11th Aug. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.
QUEEN'S BUILDING, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

1903
R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd June.
R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th June.
R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 15th July.
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 22nd July.
R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 12th Aug.
R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Lists of Passage and Freight, apply to
H. E. HAWKIN, General Agent,
Pioneer Street.

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OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING
TAMU, VIA SWATOW ... "DALIN MARU" ... SUNDAY, 7th June.
AND AMOY ... "T. Oka" ... June.
FOOCHOW, VIA SWATOW ... "ANPING MARU" ... WEDNESDAY, 3rd June.
AND AMOY ... I. Goto ... June.
ANPING, VIA SWATOW ... "MAIDZURU MARU" ... WEDNESDAY, 9th June.
AND AMOY ... T. Saito ... June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to medical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Porton at the Customs' water front premises at Tamu to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 28th May, 1903.

T. ARIMA, Manager 15

HONGKONG-MANILA.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.	
GLASGOW and LIVERPOOL	"OOPACK"	On 4th June.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 14th June.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.	

FOR	STEAMERS	TO	DATE
LONDON	"CALCHAS"	On 6th June.	
LIVERPOOL	"HYSON"	On 20th June.	
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.	
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.	
LIVERPOOL	"OOPACK"	On 14th July.	
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.	

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA. The s.s. "OOPACK" and "YANGTSE" left Singapore on the 29th inst. a.m., and are due here on the 4th June. The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong. For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th May, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"TAMSIU"	On 2nd June.	
YOKOHAMA	"KWANGSI"	On 2nd June.	
MANILA	"SUNGKIANG"	On 3rd June, at 5 P.M.	
SWATOW, CHEFOO and TIENTSIN	"NANCHANG"	On 4th June.	
MANILA	"CHANGSHA"	On 4th June, at Noon.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"WUHU"	On 6th June.	
SHANGHAI	"CHINGTU"	On 10th June.	
YOKOHAMA and KOBE	"CHINGTU"	On 10th June.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd June, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 2nd June, at Noon.
AKI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 2nd June, at 4 P.M.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 5th June, at DAYLIGHT.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon.
SADO MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at DAYLIGHT.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
SHINANO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at DAYLIGHT.
KUMANO MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chester Road.

A. S. MIHARA, Manager.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
OLYMPIA	J. Traubridge	2,837	June 24th
TREMONT	T. W. Garlick	2,808	June 30th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

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THE EAST ASIATIC COMPANY, LIMITED.

FOR FOCHOW, TONGKU AND PORT ARTHUR.

THE Danish Steamer "SIAM" Captain Glahn, will be ready to load on or about FRIDAY, the 5th June. For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 30th May, 1903. [1585]

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship "HEATHFORD" will be despatched on FRIDAY, the 5th June. For Freight, apply to

ARNHOLDT KARBURG & CO., General Eastern Agents for China.

Hongkong, 29th May, 1903. [1308]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE" Captain Helms, will be despatched as above on SATURDAY, the 6th June, at DAYLIGHT. This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage. The Steamer is fitted throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th May, 1903. [1430]

"BEN" LINE OF STEAMERS.

FOR GENOA, ANTWERP AND LONDON.

THE Steamship "BENMOHL" Captain Wallon, will be despatched as above on SATURDAY, the 6th June. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th May, 1903. [1559]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "VALETTA" Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 6th JUNE, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

E. A. HERVEY, Superintendent.

Hongkong, 25th May, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE "Shiro" Line Steamship "JEMBROKSHIRE" shortly expected, will have quick despatch. The American Asiatic Steamship Company's "NORMAN ISLES" will be despatched on or about MONDAY, the 15th June. For Freight, &c., apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th May, 1903. [1187]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship "GLENFARG" Captain Helms, will be despatched as above on TUESDAY, the 23rd June. For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 28th May, 1903. [1569]

FOR ODESSA.

THE Russian Steamer "HERMANN LERCHE" 1,978 tons, will be despatched for the above port on or about 5th July. For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 1st June, 1903. [11501]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY, SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st May, 1903. [283]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENTIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI" Captain Belsito, will be despatched as above on THURSDAY, the 11th June, at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 29th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1903.

"CHARLES TIBERGHEN" 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 21st May, 1903. [1125]

HONGKONG-MACAO LINE.

S.S. "WING CHAI" Captain Samuel Bell Smith.

DAILY Departures from Hongkong to Macao at 3 A.M. from Macao to Hongkong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 29th April, 1903. [1849]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.

THE Steamship "PAK KONG" will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to

KWONG WAN STEAMBOAT CO., LD., 15 and 16, Court Street, Praya West.

Hongkong, 6th May, 1903. [1353]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO. for fortnightly service hence to CAPE TOWN. Sailings from CAPE TOWN for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 1st April, 1897. [8]

THE "CEYLON OBSERVER" PUBLISHED DAILY.

THE Oldest and Largest Paper in the Colony, with a Circulation far ahead of any other local print.

THE ONLY CEYLON JOURNAL that receives regular SPECIAL TELEGRAMS of Mail and of other important Intelligence from Bombay, Madras, Calcutta, &c.; besides REUTER'S SERVICE FROM EUROPE, &c.

Subscription, with Postage, to China and Japan, Rupees 47, in advance.

THE WEEKLY "CEYLON OBSERVER," with SUPPLEMENTS containing all Telegraphic Intelligence.

Subscription for China, Japan, Straits, &c., Rupees 10 per annum in advance. Received at Hongkong Daily Press Office.

LEADS IN OUTPUT AND QUALITY.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUALITY.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902. [374]

ANGUS DE LA PRESSE.

FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper un journal qui aurait nommé, il était abonné à l'Argus de la Presse, "qui lit, découpe, et transmet tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."

Hector Malot (L'Éclair, p. 70 et 323).

L'Argus de la Presse fournit aux artistes, littérateurs, écrivains, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

L'Argus de la Presse est le collaborateur indispensable de tous ceux qui préparent un ouvrage, étendant une question, s'occupant de statistiques, etc., etc.

S'adresser aux bureaux de l'Argus, 14, rue Dronot, Paris.—Téléphone.

L'Argus lit 5,000 JOURNAUX PAR JOUR.

[1390]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 3rd prox.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undischarged after the 3rd prox. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th May, 1903. [1013]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Steamship "MELPOMENE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 5th June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th of June will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 29th May, 1903. [1168]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON" OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Transura and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th May.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after 3rd of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 3rd June, at 9.30 A.M.

All Claims must reach us before the 6th June, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 27th May, 1903. [3]

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.

To be had at Messrs. KILGUS & WALSH, LD., W. BARNES & Co., or Daily Press Office.

Hongkong, 28th October, 1898.

